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No. 16894, 第四十九百八十六萬一第一 日一十月五子王 HONGKONG, TUESDAY, JUNE 25TH, 1912. 二拜禮 萬五十二月六年二十百九十一英港春 PRICE, \$3 PER MONTH.

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[a27-2]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lb. net.
In Bags 250 lb. net.
SHEWAN, TOME & CO.,
General Managers,
Hongkong, 29th April, 1908. [a284]

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BY popular English Manufacturers. In all
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SMOKELESS POWDERS and CHILLIF
SHOTS. From No. 10 to SSSG. at 25, 37
and \$7.50 per 100, SPORTING REQUISITES
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Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 24th October, 1906. [a575]

S. TING
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905. [a485]

SINGON & CO.
ESTABLISHED A.D. 1890.
IRON, Steel, Metal and Hardware Merchants
Wholesale and Retail Ironmongers, Pig
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1.15 p.m. to 1.45 p.m. Every 15 minutes.
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2.15 p.m. to 5.00 p.m. Every 15 minutes.
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45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.

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SPECIAL CARS by arrangement at the
Company's Office, Alexander Building, Des
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General Managers.
Hongkong, 1st May, 1911. [a57]



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BATHING PARTIES

BLACKBERRY BRANDY,
CHERRY BRANDY,
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[a25]

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The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified surgeon on board) leave the S.M.R. Whampoo Wharf, Shanghai, every Monday and Wednesday, connecting with the S.M.R. Express Train Service leaving Dairen every Sunday, Wednesday, and Friday, in conjunction with the Trans-Siberian Express Service at Changchun.

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[a27]

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Length on Keel-Blocks. Breadth at Entrance. Depth of Water
No. 1 510 ft. 77 ft. 26 ft.
No. 2 350 ft. 53 ft. 24 ft.
No. 3 314 ft. 59 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROPERLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[a819]

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Recently Refurnished and Redecorated
Large airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.

[a28]

KING EDWARD HOTEL.

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TELEGRAPHIC ADDRESS—"VICTORIA."

Under Entirely New Management.

Thoroughly Renovated.

Terms Moderate.

Excellent Cuisine.

H. HAYNES,
Manager.

Hongkong, 4th January, 1912. [a157]

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QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE

HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and airy Rooms, Hot, Cold, and Shower
Rooms, Electric Light throughout and Fans.
Large and comfortable Lounge, Private and
Public Bars and Billiard Room. CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of
the latest. HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
application to

FREDERICK BEICHMANN,
Proprietor.

(late Manager of J. H. LYONS (Trocadero
leading Cafeteria in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE NO. 197.

TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.

Hongkong, 1st September, 1910. [a39]

"BRAESIDE"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large airy and
well furnished rooms, every room comfort
and view of the Harbour.

Telephone, No. 690.

Apply to Mrs. F. W. WATTS,
"Brasdale," 20, Macdonald Road,
Hongkong, 6th December, 1907. [a37]

VICTORIA HOTEL

SHAMEEN—CANTON.

TELEGRAPHIC ADDRESS—"VICTORIA, SHAMEEN."

SITUATED ON THE BRITISH CONCESSION.

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MACAO.

TELEGRAPHIC ADDRESS—"FARMER, MACAO."

SITUATED IN THE CENTER OF PEATA GRAND.

Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and special attention given
to tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[a38]

ROYAL GEORGE

HOTEL.

HAIPHONG ROAD, KOWLOON.

FIRST CLASS HOTEL for Residents
and tourists.

Private and Public Bars.

Three First Class Billiard Tables.

Kowloon Picnic Parties catered for
on due notice being given.

Indian Curries a Specialty.

M. J. NATHAN,
Manager.

Kowloon, 30th May, 1912. [a336]

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19, QUEEN'S ROAD CENTRAL

FURNITURE AND PHOTO GOODS.

STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken

Hongkong, 31st July, 1907. [a576]

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The following Prices now rule:—

"DAISY" BRAND ... 80 cts. per lb.

"DAIRYMAID" " 70 "

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[a30]

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SCOTCH WHISKY

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A. S. WATSON & CO., LTD.

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers should be inserted.

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Telegraphic address: PRESS Code: A.B.C. 5th Ed. Letter. P. O. Box, 84. Telephone No. 12.

DEATH.

On June 17th, at Shanghai, GIOVANNI AGOSTINO FAVILLA, Cancelliere of Italian Consulate, aged 50 years.

HONGKONG OFFICE: 10a, DES VŒUX ROAD. LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, JUNE 25TH, 1912.

The steadily increasing financial difficulties of the provincial administrations in China would seem to be reconciling the people of the country to the Central Government's decision to obtain a foreign loan. We do not now hear quite so much of the patriotic movement to raise capital by voluntary contributions for the purpose of enabling the Government to meet liabilities already incurred and the heavy extraordinary expenses to which the Government is committed in the immediate future. Dr. Sun Yat-sen has claimed that the money is in China, and that only "organisation of the means of collection is lacking." Be that as it may, the patriotic effort to raise by voluntary contribution a sum equivalent to sixty million pounds sterling has miserably failed, and the Government has not dared to hint at the possibility of raising it by a forced levy, which would be the only alternative to a foreign loan. The sum of sixty million pounds sterling we take to be the Chinese Government's own estimate of its requirements, and the foreign banking groups to whom the Government applied for the accommodation are presumably satisfied that she cannot well do with less. Some mention has been made indeed of a probable need of a much larger loan in the near future; but nothing need be said of this till the occasion arises. With wise government in China it ought to be possible to avoid future borrowings. The patriotic effort to raise by voluntary contribution the immediate needs of the Government having miserably failed,

A Chinese watchman on board the s.s. *Siberia* on Saturday night noticed one of the pantry boys leaving the steamer with a bulky parcel. He stopped him and discovered six revolvers, six magazines, and 600 rounds of ammunition. The police flag was hoisted and the police went aboard and arrested the boy, who was brought before Mr. E. A. Irving yesterday. Mr. Irving fined him \$250 or three months.

POKFULAM MURDER CASE.

At the Magistracy yesterday afternoon five Chinese were charged before Mr. Irving with the murder of Lam Sui Kung.

A brother of deceased stated that on June 5th, while he was lying on a sofa in his house at Pokfulam Road, late at night, the prisoners entered. The men seized him as he was lying on the sofa. One of them attacked him with a large knife, but the blow was warded off. The others, however, attacked him and he was gagged.

After further evidence, the prisoners were remanded till Thursday.

The Portuguese Government has decided to build wireless telegraph stations in the Colonies of Portugal, viz., Mozambique, Angola, Macao, Timor, and Novagao. A report says that the British Government had suggested that it would be advisable to have a complete homogeneous circle of installations in order to facilitate an interchange of communications between the British and Portuguese Colonies. The Marconi Company have conceded Portugal the same terms as those granted to British Colonies, and a system of payment on easy terms has been arranged.

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GERMAN STEAMER ASHORE ON THE PARACELS.

FIVE HUNDRED PASSENGERS TAKEN OFF BY THE "NERA."

The steamer *Quinta*, owned by a German company for which Messrs. Siemens & Company are agents, went ashore on the north reef of the Paracels on the 18th instant and lies in a perilous position. The first intimation received by the agents was on Saturday night when a telegram from Hoitow reached them, acquainting them with the fact that the steamer was ashore on the Paracels and was in urgent need of assistance. The message came from Hoitow, whether two officers and four of the Chinese crew had sailed after the vessel struck. The agents at once despatched a telegram to Singapore requesting that the German mail steamer might call there on her way up to Hongkong, but meanwhile another telegraphic message came from Saigon announcing that the captain and crew and the 500 passengers had been landed there by the downward French mail steamer *Nera*.

Communication had also been opened with the Kowloon Dock Company for the despatch of the *David Gillies*, but as the tug was undergoing her half-yearly overhaul she could not proceed to the scene of the disaster until last night. As the message from Saigon explained that the crew had left the ship because they were afraid of pirates, the agents asked that the German gunboat *Luchs* might be sent down to afford protection to the salvage boat, but they were informed that the *Luchs* had received orders to remain in Canton. In these circumstances the Dock Company are appealing to the British authorities that some bluejackets and a gun be placed on board the *David Gillies*.

The *Quinta* was bound from Bangkok to Swatow with 20,000 piculs of rice and some teakwood and 600 coolies. Her gross tonnage is 1,634 tons. She was built at Lubeck in 1901 for the China trade, and is a sister ship to the *Seata*.

She was commanded by Captain Schlesinger. It is thought that the vessel was probably carried out of her course somewhat by the strong current running there and that she went shore in the fog.

M. Thomas, local agent of the Messageries Maritimes, informs us that he has received from the Company's agency in Saigon a telegram which reads as follows:—"Stearns *Nera* arrived here on the 22nd inst., at 4 p.m., having on board 539 persons, passengers and crew, rescued at Paracel Islands and belonging to German steamer *Quinta* ashore there."

The *Nera* fortunately sighted the str. *Quinta* on her way from Hongkong to Saigon, where she was expected to arrive on Friday, 21st inst., at 8 a.m.

AN EXCITING TRIP.

The C.M. str. *Kiangyung*, Captain Milligan, arrived in Shanghai last week from Hankow bringing details of an exciting trip upriver. It appears that the vessel left here about a week ago for Nanking, where she had orders to embark about 1,000 disbanded Hunanese soldiers for Wuchang. The soldiers, who were unarmed, were under the charge of a number of military officers, and when embarked were well behaved. A number of gamblers, however, had managed to get on board and the *Kiangyung* was no sooner heading up river than they commenced operations. Soon after leaving Abrahams Lincoln when he refused to be no longer bound by the shackles of the past and faced the new issues with the new spirit demanded of the times." He concluded by proposing as the motto of the movement "Thou shalt not steal."

THE DEMOCRATIC CONVENTION.

The Republican split is rendered irrevocable by the dual nomination which intensifies interest in to-morrow's Democratic Convention at Baltimore, especially in view of a similar split of the Conservative and Progressive wings of the Democratic Party. The Progressive wing promises to carry the day. Senator Woodrow Wilson, one of the likeliest candidates with 300 votes pledged to his support, has replied to Mr. Bryan's telegram agreeing that the Convention is to be one of progressive ideas.

MR. BRYAN AT THE REPUBLICAN CONVENTION.

One of the most remarkable scenes at the Republican Convention was an ovation given to Mr. Bryan, who had been acting as a reporter for a syndicate of newspapers. He had to leave before the close, in order to make his own anti-conservative fight at Baltimore. As he rose the supporters of Mr. Roosevelt cheered him again and again, shouting

"Good Luck," and "Fight 'em Bill." This is regarded as a significant demonstration of actual sympathy between the Radical wings of the two parties. There is even some talk of fusion, but this is unlikely.

Carey United Rubber Estates, Ltd., whose property consists of the Paradise Estate at Kajang, extending to 573 acres, and a block of 5,000 acres of virgin forest in the Island of Jurgia, has declared an interim dividend of 7½ per cent.

TELEGRAMS. TELEGRAMS.

THROUGH REUTER'S AGENCY.

AMERICAN PRESIDENTIAL NOMINATIONS.

MR. ROOSEVELT'S SUPPORTERS ABSTAIN FROM VOTING.

LONDON, June 24th.

Mr. Roosevelt has appealed to his supporters in the Convention to abstain from voting. Accordingly, the party platform which ex-Vice-President Fairbanks moved, which was regarded as of a progressive character, advocating supplementary anti-trust legislation and partial reduction of tariffs, was adopted by 368 votes to 53, as 343 Rooseveltians abstained from voting.

Mr. Harding, of Ohio, proposed the nomination of Mr. Taft, whom he described as the greatest progressive of his time.

This led to a tumult, and the police with difficulty quelled a fight between delegates from Dakota and Florida.

MR. TAFT NOMINATED.

The Convention nominated Mr. Taft by 561 votes. Mr. Roosevelt received 107. Mr. La Follette 41, Mr. Trummins 17 and Mr. Hughes two votes.

Supporters of Mr. Roosevelt to the number of 344 abstained from voting. They held a meeting in a separate hall for the purpose of nominating Mr. Roosevelt. The latter, however, says he does not accept nomination as from the new party but from the lawful majority of the regular Republicans, who were defrauded of their rights at the Convention.

A NEW PARTY.

The leaders of the movement declare their plans are matured for a new progressive party, embracing the whole nation.

Mr. Roosevelt, in provisionally accepting independent nomination, said that the time had come for all believers in elementary maxims of public and private morality to join the new movement. He asked the delegates to go to their homes and find out the sentiment of their neighbours and then meet in a mass Convention to make a formal Progressive nomination for the Presidency. He would support any candidate then nominated. He added that the regular Convention had served the purpose of the sinister political bosses who had no shadow of sympathy with the spirit and purpose of the Republicans of fifty years ago.

"You, my friends, are the heirs in spirit of Abraham Lincoln when he refused to be no longer bound by the shackles of the past and faced the new issues with the new spirit demanded of the times." He concluded by proposing as the motto of the movement "Thou shalt not steal."

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GAMBLING IN PORTUGAL.

The Lisbon Senate on the 31st ult. finally approved, with some amendments, a Bill legalizing gambling in Portugal. Gambling will be allowed only at seaside and country pleasure resorts, the Municipality granting a gambling licence to the highest bidder. An exception is made in the districts of Lisbon, Oeiras, Cascaes, and Cintra, where the Government will concede a monopoly.

The approved company must, however, have a capital of at least £1,000,000, and a yearly percentage reverting to the State of not less than £86,000. No person under 21 years of age will be allowed to enter gambling houses. The Bill will now be discussed in the Lower House.

BILL APPROVED BY THE SENATE.

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OUTSIDER.

A letter from Yunanfu says: "June 3 gave opportunity to celebrate the birthday of King George V. of Great Britain. At the invitation of Consul General and Mrs. O'Brien a most charming and successful garden party was held at their delightful grounds outside the north gate. Guests to the number of fifty and more, French, Americans, Chinese, Norwegians, German, Turkish, Italian, Canadian with other members of the British group drank His Majesty's health in champagne and other less vivacious beverages. The weather was all that could be asked and the occasion one of great goodwill and enjoyment. The Consul-General received the congratulations of his guests and Mrs. Butler dispensed a charming hospitality. It was very gratifying to see the number of influential Chinese, these headed by the Governor who, to his own great enjoyment, spent his time at croquet, which he is very fond of."

PICTURE MARRIAGES.

A practice which is being watched with great interest in Japan at the present moment, says a message from Tokio, is that which has come to be known as "picture marriage." Marriages in Japan are customarily contracted through third parties, but in the case of "picture marriage," which has become the exclusive means of arranging matrimonial ventures between girls in Japan and men in Hawaii or on the far side of the Pacific, portraits of girls, sent in batches to emigrant bachelors for their consideration and selection, play the chief part.

The portraits are sent not only by friends or relatives of the parties concerned, but also by specially-formed bodies, and a recipient, on making a selection, sends back word for the marriage contract to be made out and the chosen girl sent to him.

Contracts of marriage are occasionally entered into in this way by men and women already acquainted with each other, but for the most part they are entered into by total strangers, and it has become an uncommon spectacle to see men and women on the piers at Honolulu and San Francisco seeking, with the aid of reputed likenesses, to identify their future life-partners from among the crowds of passengers disembarked and those waiting to greet them. It is said that differences between the portraits and their originals sometimes lead to painful scenes.

CORRESPONDENCE.

THE MOTOR-CAR REGULATIONS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

June 24th.

DEAR SIR.—From the first mention of the new rules and regulations regarding Motor Car Traffic I have admired and endorsed the position taken up and the opinions advanced by you, both in leading articles and in other columns of the *Daily Press*. Personally I have no interest in the matter beyond an Englishman's love of fairplay. I do not own a car, nor do I hire those belonging to the public garages. Therefore, I may be reckoned as an unbiased speaker.

My questions are:—

Why should the Jubilee Road, built for use as a means of enjoying one of the most beautiful views to be obtained on the lower level, be closed to motor traffic when it is acknowledged:—

1.—That it was built for vehicular traffic.

2.—That it is one of the few roads in the Colony suited to such traffic.

3.—That it is never crowded and congested with tram-cars, hand-cars, rickshas, bamboo coolies and pedestrians, as are such roads as Queen's Road, Des Vœux Road, Connaught Road, etc., the scenes of such accidents as have so far happened to or owing to motor cars?

Why should the general public be barred from using a motor car to return from theatre, dinner, bridge, etc., because a few people do not know and are not taught by the police how to behave?

Why are householders, having invested in an expensive machine, in order to be able to enjoy residence in as cool a district as possible, now, without any transgression of law or bye-law on their part to be compelled to abandon either their residence or their motor-car?

My reason for these questions is that lunching on Sunday with friends living some miles east of the Clock Tower, they mentioned having dined in town and afterwards having been to the cinematograph, then having coffee and ices and only having reached home between one and two o'clock on the Sunday morning. "How on earth do you come out all this way after theatre?" I asked. "Oh, well, it used to be easy enough. We could take motor and were home in about twenty minutes, but now there are only rickshas, and even then it isn't very nice. Why, last night we were stopped near the Belle Vue Hotel by a man, and not a Chinese either, rushing out, waving his arms and trying to stop our rickshas, as he needed one. As it happened, there were some men in our party; but my wife was shaking all over by the time we got clear. One of us told the man he must be a born fool to go on like that, to which he replied, 'No, a born drunk!' and reeled off."

Now, that passed all right as it happened, but if it had been a woman alone returning in a ricksha, as is sometimes unavoidable, it might have been quite a different thing.—Yours truly,

OUTSIDER.

PICTURE MARRIAGES.

MATRIMONIAL VENTURES SETTLED BY PHOTOGRAPHS.

A practice which is being watched with great interest in Japan at the present moment, says a message from Tokio, is that which has come to be known as "picture marriage." Marriages in Japan are customarily contracted through third parties, but in the case of "picture marriage," which has become the exclusive means of arranging matrimonial ventures between girls in Japan and men in Hawaii or on the far side of the Pacific, portraits of girls, sent in batches to emigrant bachelors for their consideration and selection, play the chief part.

The portraits are sent not only by friends or relatives of the parties concerned, but also by specially-formed bodies, and a recipient, on making a selection, sends back word for the marriage contract to be made out and the chosen girl sent to him.

SUPREME COURT.

Monday, 24th June.

IN SUMMARY JURISDICTION.
BEFORE MR. H. H. J. GOMPERTZ
(PUISE JUDGES).

A QUESTION OF RES JUDICATA.

In the action by Wo Fat & Company against Fuk Shek Sun, the Hop Lee firm and the Hop Shun firm for \$1,000 due for work done and labour supplied, Mr. Lewis, of Messrs. Johnson, Stokes & Master, appeared for the plaintiff, and Mr. Leo d'Almada e Castro appeared for the defendants.

Mr. d'Almada said he had given his friend notice of a special defence, the plea of *res judicata*. Having related the facts in the previous case, he said it was for his Lordship to decide whether the present action was not identical with the former action. In the previous action, which was for the sum of \$1,000 due under a guarantee, Mr. Gardiner, who represented the plaintiff, appeared in Court last month and consented to judgment for defendant with costs, and at his request his Lordship granted him leave to bring a fresh action. That he held, ended the litigation between the parties. Plaintiff was now suing for money due for work done and material supplied, and the document on which his friend was relying was the identical document which Mr. Gardiner had in the previous case and which was thought to be bad in law. Upon those facts his Lordship should exercise the jurisdiction of the Court and dismiss the action.

In reply to his Lordship, Mr. d'Almada added that the judgment in the previous action was by consent, which, he submitted, was a final judgment. The present action was not a fresh one, and no leave had been obtained.

His Lordship said if he gave leave for the case to go on, it would have to be on terms; the costs of the previous case might have to be paid.

Mr. d'Almada replied that they had been paid. If the other side had attended their writ they could have proceeded with the first action.

His Lordship—I gave leave for Mr. Gardiner to bring a fresh action.

Mr. d'Almada—Yes, upon notice being given to me.

Mr. Lewis replied that the plea of *res judicata* did not hold good, and pointed out that the parties to the present case were not the parties to the former case.

His Lordship—The firms have the same name.

Mr. Lewis—The names are the same, but the parties so far as they are personally concerned are not the same. In the previous action the defendants were sued as surety; now they are sued as principal.

His Lordship said his difficulty was that it was a bad thing for people who could amend and ought to amend not doing so. Of course, if the money was really owing it ought to be paid, but he did not know if he should allow the plaintiffs to go on worrying this man.

Eventually his Lordship decided to hear the evidence in the case and settle the point of law afterwards.

The hearing was then proceeded with.

SCOUTING IN HONGKONG.

General Baden Powell, Chief of the Boy Scout Movement, after his recent visit to Hongkong wrote to the Editor of the Queen's College Magazine a letter in which he said:—I was much struck by Hongkong as a place where boys could have a wonderfully good time "Scouting," that is, by making expeditions (especially by boat) and camping out; building their own huts, rafts, and bridges; catching and cooking their own food; practising swimming and saving life, both in the water and on land; and playing the games of Pirates, Slavers, Shipwrecks, despatch-running, and all the other practices which come in the book "Scouting for Boys." I hope that before long we may hear that Queen's College, like so many other great schools, has joined the Brotherhood of Boy Scouts which now extends to every part of the British Empire, and which carries out in practice the ideal of Confucius that "all within the Four Seas are brethren."

NEW PALACE FOR THE POPE.

The Pope has decided to build a new palace to house the Cardinals when they are called on to elect his successor. When he was himself elected he was greatly struck by the bad accommodation provided for the Cardinals, and decided to make better provision for them on the first opportunity. The new palace is to be built on the site of the old Italian mint, which has been acquired by the Pope.

It will have three hundred and fifty rooms, besides kitchens and halls, sufficient for the whole College of Cardinals, with their attendants, doctors, and cooks. It will be joined to the Sistine Chapel where the actual elections take place.

The existing Vatican buildings comprise 4,000 rooms, eight grand staircases, and 200 smaller ones, several private chapels, and endless corridors.

LARGE TWIN-SCREW MOTOR VESSEL FOR THE EAST.

TO BE BUILT IN HONGKONG.

Mr. Meischke-Smith, of the Asiatic Petroleum Co., Ltd., London, has placed an order with the Taikoo Dockyard and Engineering Co. for the building of the largest motor vessel which, so far, has been built outside of Europe, and Messrs. Olderpup and Schluter, the Representatives for the East of the London School of Economics by Mr. H. J. Mackinder, M.P. He has a very unusual faculty of permeating his lectures with interest, interweaving history and geography, local colour and incident in a way that grips the attention and maintains the absorption to the end. He explained how China, the land of silk, was approached by the routes of the north and north-west, by sea from the south-east, and the great part played by the Yangtze in the internal life of the country. The normal height of Thibet, he said, was three miles, a fact of significance in relation to the air currents of Asia and also in relation to inland trade, which had followed routes through Mongolia and the great upland which begins at the Himalayas and terminates at the Behring Sea. From this he went on to speak of the remarkable influence of the desert dust which blows across China and has cloaked vast landscapes in the course of centuries, the filling up of the Yellow Sea by river deposits of this identical soil and the relation of the differing climates to the "grain" of the country. China, according to him, provides one of the most extraordinary instances in the world of the correlation of political and physical geography. Wherever possible there is a scientific frontier, in the sense that the water parting is taken as the frontier, even in the minor divisions, but emphatically is this so in the case of the frontiers of the eighteen provinces.

SIR FRANK SWETTENHAM AS AUTHOR.

Sir Frank Swettenham, not merely utilising his time in rubber directorships since his retirement from the colonial service, is making another essay in authorship. His stories of Malay life have already had a marked success, so now he is engaged on a series of studies on native subjects. It is to be called "Also and Perhaps" and John Lane, who published his earlier works, will issue this also. Nobody knows more about conditions in the Malay peninsula and few can impart the information to the pages of a book with a more piquant touch of sub-acid humour.

THE JAPAN SOCIETY.

The annual dinner of the Japan Society was a brilliant affair the other night at the Whitehall Rooms. The Japanese Ambassador, Baron Kato, proposed the loyal toast, Sir George H. Reid, High Commissioner for Australia, proposed the prosperity of the Society, to which Sir Joseph Dinsdale responded, and Sir Trevor Lawrence proposed the health of the Ambassador. Sir George Reid said he had it on the best authority that the Anglo-Japanese Alliance was brought about largely by the Japan Society. If Japan progressed at the same rate of progress which she had achieved for the last fifty years he would begin to tremble for the supremacy of his own particular race, which was the champion race of the universe. He referred to those who were born in Scotland, of course. (Laughter.) He considered that the Anglo-Japanese Alliance—the only alliance which the British Empire had with another country—was one of the most profoundly wise acts of British statesmen in the sphere of diplomacy. The alliance marked one of the brightest departures of British policy and British diplomacy from the narrow and ignorant limitations of the past.

H. M. THE KING.

Again, I have had occasions of foul anchors and clearing cables on cold, dark nights, in the Mersey and other places, when lascar sailors have been slung over the bows and done their dangerous work as well as any white man would have done it—being as a rule expert swimmers and much in their favour.

When some years ago the "Worcestershire" was in collision in the Thames, and she was anchored in a fog for six days, it was a weary time for all, as at every turn of the tide I had all hands at stations.

Towards the end of the fog the British

quarter-masters came and said that they were worn out and could do no more—

the lascar crew did their duty without fail and without a single murmur.

Regarding the boats, I consider that if

we will let (and this would apply to any

kind of crew) the lascars would do them selves credit.

They are much more amenable to that necessary discipline which the present laws have reduced almost to a farce as far as white men are concerned, and, as aforesaid, one is always sure of a ready and sober crew with native sailors.

There is one steamer like mine a con-

siderable element of help in the steward department. A good many of the old hands know something about boats, and

in our ships they are given a chance to practise while at Colombo both in

rowing and sailing.

HOME AND CHINA AFFAIRS.

FROM OUR OWN CORRESPONDENT.]

LONDON, May 29th.

PUBLIC INTEREST IN THE EAST.

That China is becoming more and more interesting to the people of the West is evidenced by the number of lectures that are being delivered on Eastern subjects. The best perhaps that has been given in the past few months was an opening one of a series at the London School of Economics by Mr. H. J. Mackinder, M.P. He has a very unusual faculty of permeating his lectures with interest, interweaving history and geography, local colour and incident in a way that grips the attention and maintains the absorption to the end. He explained how

China, the land of silk, was approached by the routes of the north and north-west, by sea from the south-east, and the great part played by the Yangtze in the internal life of the country. The normal height of Thibet, he said, was three miles, a fact of significance in relation to the air currents of Asia and also in relation to inland trade, which had followed routes through Mongolia and the great upland which begins at the Himalayas and terminates at the Behring Sea. From this he went on to speak of the remarkable influence of the desert dust which blows across China and has cloaked vast landscapes in the course of centuries, the filling up of the Yellow Sea by river deposits of this identical soil and the relation of the differing climates to the "grain" of the country. China, according to him, provides one of the most extraordinary instances in the world of the correlation of political and physical geography. Wherever possible there is a scientific frontier, in the sense that the water parting is taken as the frontier, even in the minor divisions, but emphatically is this so in the case of the frontiers of the eighteen provinces.

TO INDIA BY AEROPLANE.

Writing of India reminds me that there is a daring project in preparation for an attempt to reach India by air from London. Next to the Paris-Peking and the trans-Atlantic schemes for similar flights, this is the boldest thing in aviation now simmering in the minds of venturesome spirits. An Advisory Council has been formed for the purpose of making the preliminary arrangements and negotiations are already pending with several British aviators in connection with the project. At present it is expected that at least three will participate in the attempt. As far as Vienna the route is fairly clear, and after that the aviators will follow the Danube as far as Nikopolai and then over the Shipka Pass to Adrianople. From Turkey the Anatolia railway will be followed to Bozanti and the route afterwards lies by way of Aleppo, Bagdad, the Euphrates, and Tigris to Bushire, along the coast of the Persian Gulf to Bandar Abbas and then along the Arabian Sea to Karachi in India. The total distance is about 4,500 miles, but before the flight took place a complete series of posts and petrol stations would be established along the route. No start will be made till the monsoon season is well over.

CHINESE IN PARIS.

Paris this spring is complaining of being overrun by Chinese of by no means the best class. Part of these are no doubt a sort of unofficial camp following that has straggled westward in the hope of being included in the China exhibition at the Crystal Palace, London, and has got stranded on the way, but besides that there would seem to be a great many independent and casual visitors who live by begging, juggling, and conjuring. There are a number of children with them and their quaint antics as budding jugglers have given more satisfaction to the French onlookers than to the police.

"GENERAL" SOON.

That wonderful old religious warrior General Booth, may yet live to pay the Far East another visit, for last week, in his eighty-fourth year, he had an operation for cataract on his left eye. The right eye was similarly operated on last year. The specialists were not at all desirous to undertake the task, but the General insisted, saying he had much yet to do. So the operation took place and he has suffered considerable pain since. The recovery and success of the operation depend on the reserve vitality and recuperative power of the Grand Old Man of religion. He is extremely highly strung and living for the next fortnight in a dark room will trouble him far more than most people of less active habits. After that he will have to keep absolutely quiet for a month. He had an added trial in the fact that his granddaughter, Miss Mary Booth, the daughter of Mr. and Mrs. Bramwell Booth, is lying dangerously ill of double pneumonia at Hastings. Nevertheless he and his chief lieutenants have optimism unlimited as to the recovery of the Salvation chief. The fact that he is determined to put forth all his strength to attack new fields of effort is a wonderful aid to him.

CONGRESS OF AVIATORS.

The above item on aviation reminds me that there has just been a conference of the representative air men of all nations at Brussels and it has been much more successful than the previous gathering in Paris. It is even probable that the conclusions of the conference will be ratified by the end of the year by the Governments, and thereafter the traffic of the air will be run on pretty much the same lines as maritime navigation. There will be absolute freedom of aerial traffic, sub-

sweeping through Africa into Asia, as the prophets predicted when the war broke out. The Afghans have a reputation for interest in fighting wherever there is loot to be had, but Tripoli hardly comes under that head. It is just the call of the Crescent in this case.

THE TERRITORIALS.

There is a plan under consideration by the War Office under which Territorial lieutenants may be transferred to the Indian Army without incurring personal expense. If the present investigation into ways and means tends to support the idea there will be an announcement next month, when the Army Vote is discussed. According to the scheme now framed, lieutenants will have to serve four years in England, and then, having shown proficiency in their duties, they will receive a free commission and their kit in Indian regiments as vacancies occur. At present the Indian Army is recruited from officers in the Oxford and Cambridge Territorials. The War Office has felt for some time that the field is too limited, and since Territorial experience has equipped University men magnificently for the work, it is probable that a similar opportunity will be given to all "Territors."

THE SUFFRAGETTES.

Though some of the Labour Party are inclined to think that the favour shown by the suffragettes for them in opposition to both Liberals and Conservatives may prove burdensome rather than helpful, the majority are likely, I hear, to adopt the suggestion of the Conciliation Committee that the women suffrage societies co-operate with the Labour men for mutual benefit. They will combine wherever possible to defeat Government candidates, no matter whether the Government is Liberal or Conservative, till the vote is won. Under this arrangement the Labour party must be consulted as to the constituencies to be fought and the women must be satisfied in turn as to the soundness of the Labour candidates on the suffrage question. There are some Unionist suffrage societies, however, and they are raising Cain against the proposal. The probable outcome will be the organisation of more of these noisy societies to clamour for some form or other of the vote to fit the peculiar views of the malcontents under each banner. If, however, the main body of the women aid the Labour men, the latter will have more campaign money to spend, for the women seem to be able to raise lots of it.

BRANDENBURG AND THE HOHENZOLLERNS.

THE EMPEROR ON GERMAN UNITY.

The Emperor William was present on the 30th ult. at the ceremonies at Brandenburg commemorating the first assumption of power in the Mark of Brandenburg by a Hohenzollern Prince. On June 22, 1412, the Burggraf of Nuremberg, Frederick VI., made his triumphal entry into the town to take possession of the Electorate transferred to him by Sigismund's charter of the year 1411. The subsequent development of the House of Brandenburg Electors into the Royal House of Prussia, and, later, into the Imperial House of Germany, needs no recapitulation.

The old streets of the town were gaily decorated with flags and lined with crowds of sightseers from all parts of the Mark, who cheered the Emperor loyally as he drove with his son, Prince Oscar of Prussia, to the early 15th century church of St. Catherine, where he was met by the Prussian Minister-President, Herr von Bethmann-Hollweg, and some high officials and ecclesiastical dignitaries. After the special service to celebrate the recent and very thorough restoration of the church, the Emperor proceeded to the old Market, where he inspected the guard of honour, and then to the Rathaus, which was built in 1450, and has likewise been restored, the space in front being occupied by a large fountain surrounding an equestrian statue of the Elector Frederick IV., wrought by Professor Manzel, which was unveiled to-day.

After a short speech by the Chief Burgrave, the Emperor William entered the Rathaus to the blare of trumpets, and, after writing his name in the Golden Book, made a short speech reviewing the history of the Mark, from its early storms and vicissitudes to the coming of the Hohenzollerns, who laid the foundation for a new structure—"German unity founded on Brandenburg and directed by Prussia." The Great Elector, Frederick the Great, and his own grandfather had been the master masons, but the work had been the same—"to hunt out the foreigner," and win unity and independence, first for Brandenburg, and, later, for the Empire.

The Emperor said that it was no light decision for the Great Elector to come from the sunny South, already well advanced in civilization, and to lead Brandenburg to new prosperity. Even when he had succeeded in restoring order the Mark had many storms to face, and was the battleground of foreign Empires and King drove them out and created Prussian independence. The Emperor continued:

After the Prussian building had at last by God's help been pieced together, and my grandfather had had a long period of peace wherein to whet the sword which was necessary to win German unity, then the work was done a second time and on a grand scale for the whole German Fatherland—the same work which had once been done for the Mark. We succeeded in banishing the strangers once and for all from crushing our fields under foot, and reducing our toil to naught, merely in order to be able to pursue their own interests. It is on the foundation of

Brandenburg, on the girders of Prussia,

that the German Empire and the German

Imperial Throne are built, and that is

why we wish to think to-day of the men

of the Mark and the men of Brandenburg

and, not least of the men of Brandenburg

who, in the year 1870, devoted

their treasure and their blood to wrest

the Imperial Crown for their old master.

As long as there are men of Brandenburg,

they will think of Brandenburg,

of Constantine Alvensleben,

Vionville, and the Third Army Corps.

That was the old Brandenburg loyalty,

which has stood through all centuries,

May it live in the future generations of

the town of Brandenburg.

RINGWORM ON CHILD
WAS GOING BALD

Face and Head Affected 12 Months.
Improvement After First Use of
Cuticura Soap and Ointment.
Soon Trouble Disappeared. Also
Cured Grandmother of Bad Ulcer.

"I cannot speak too highly of the Cuticura Soap and Ointment. My little girl had ringworm very badly on the head and face for quite twelve months. I used Cuticura Soap and Ointment but found no benefit from any. I took her to a doctor but was told it would take a long time to cure her skin in capital. The ringworm still continued to spread, in fact, it had got worse. I was afraid she was going bald, and got Cuticura Soap and Ointment. I met a friend who had just cured her little girl with this Cuticura Remedy, and she advised me to use it. I did so and I can see an improvement. In a few weeks, the ringworm had disappeared and the hair which had previously been lost has grown again. I thank Cuticura Soap and Ointment. My little girl has now her inspection by anyone. She has a splendid skin and is not afraid of the sun. My mother had a bad ulcer on her ankle, and it is quite cured with Cuticura Ointment and Soap. I would not be without Cuticura Soap and Ointment in the bath. It is worth two tablets of ordinary soap for cleansing purposes. I

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The Grand Sensational Film,
The Best Drama Exhibited,
"THE EVIL FASCINATION,"
2,000 feet long, in 2 Parts.

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Continuous Success.

MATINEES—
SATURDAYS AT 4.30 P.M.
SUNDAYS AT 6 P.M.
Hongkong, 24th June, 1912. [58]

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HOUSE TO LET,
Furnished or Unfurnished.

NO. 37, FRENCH CONCESSION,
Shamoon, Canton. From 1st July
30th September, 1912.
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G. DES GARETS D'ARS,
Care of JARDINE, MATTHESON & CO., LTD.
Hongkong, 31st May, 1912. [76]

TO LET.

GODOWN, No. 4, New Praya, Kennedy
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Apply—
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MENT & AGENCY CO., LTD.
Hongkong, 1st June, 1912. [120]

TO LET.

"A BERTHOLWYN," Peak Road
SIX-ROOMED HOUSE, from
1st July next.
SHOP with GODOWN attached, Nathan
Road, Kowloon.
KOWLOON MARINE LOT No. 48 with
WHARF.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., LTD.
Hongkong, 30th May, 1912. [525]

TO LET.

OFFICE in Alexandra Building.
Apply—
A. S. WATSON & Co., LTD.
Alexandra Building.
Hongkong 26th February 1912. [367]

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET,
TWO-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATTHESON & CO., LTD.
Hongkong, 23rd May, 1912. [733]

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OFFICES in KING'S BUILDING
BANFURY, 11, Conduit Road. From
1st June.
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Hongkong, 1st June, 1912. [121]

TO LET.

NO. 12, BEACONSFIELD ARCADE
First Floor.
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First Floor.
1 LARGE GODOWN in No. 3a, Duddell
Street, 1st Floor.

1 SMALL GODOWN in Duddell Street
(Godown D).
"ROGATE" Austin Road, Kowloon, from
1st April.

For Sale. "HARTING and ROGATE"
on part of Kowloon Island Lot No. 1134.
For Sale, with or without Furniture
"FOR CREST," No. 8, The Peak, with
Tennis Court, Commanding a magnificent
view of the Harbour and Adjacent Islands.
Apply to— LINSTEAD & DAVIS
3rd Floor, Alexandra Building.
Hongkong, 8th June, 1912. [122]

NOTICE.

WE HAVE THIS Day authorised M.
CARL MEYER to Sign our Firm's
Name Per Procuration. BERLINGER & Co.
Hongkong, 18th June, 1912. [532]

\$10 REWARD.

TO the Finder of one MIXED COLLIE
PUP (Bitch) Missing from No. 1, Bowen
Road on the morning of 20th June. Colour—
Light Brown, with White Collar. Size about
24 ft. long, 14 feet in height.
Face looks like a Fox.

OFFICE,
TOYO KISEN KAISHA.
Hongkong, 22nd June, 1912. [543]

HONGKONG GENERAL CHAMBER OF
COMMERCE.

NOTICE IS HEREBY GIVEN that a
GENERAL MEETING of Exporters
of and dealers in Chinese Produce will be held
in the ONE CHAMBER OF COMMERCE ROOM,
CITY HALL, on WEDNESDAY, the 3rd
JULY, 1912, at 3.30 P.M. precisely, for the
purposes of—

(1) Considering the suggestion that it is
expedient to form an Association of
Exporters and Dealers under the auspices
of the Hongkong General Chamber of
Commerce.

(2) If the suggestion be adopted, to elect a
provisional Committee to frame for the
approval of a General Meeting to be held
hereafter the Rules and Regulations
under which it is proposed such Association
shall work.

The attendance of Chinese Merchants
interested in Exporting is invited.

By Order, E. A. M. WILLIAMS,
Secretary.

Hongkong, 15th June, 1912. [524]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co.
undertake every description of lighter work, including transhipments in the Harbour,
delivery to any water frontage in the Colony, and conveyance to Canton and West River
ports. Small quantities handled and specially low rates quoted for large quantities.

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FURNITURE DEPT.

NOW SHOWING
TEAKWOOD BEDSTEADS
IN ARTISTIC DESIGNS
BEDROOM SUITES and
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HIGH-CLASS WORKMANSHIP.

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ICE CREAM FREEZERS,
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INSPECTION INVITED. PRICES MODERATE.

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RESERVE FUNDS—
STERLING £1,500,000 at 2/— \$15,000,000
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For 3 months, 2½ per cent per annum.
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N. J. STABB,
Chief Manager.
Hongkong, 23rd May, 1912. [19]

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HEAD OFFICE—LONDON.

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PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General
Banking business transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF
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ascertained on application.

F. G. MACDONALD,
Manager.
Hongkong, 29th March, 1912. [193]

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THE BANK transacts every description of
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Deposits at the following rates:

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6 do. 3½ do.
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E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Vaux Road Central.
Hongkong, 17th May, 1912. [22]

THE YOKOHAMA SPECIE BANK
LIMITED.

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Tokyo
Osaka
Pekin

Manager.

9, Queen's Road,
Hongkong, 23rd March, 1912. [844]

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to
be obtained on application.

TAKRO TAKAMICHI,

Manager.

Hongkong, 1st April, 1912. [443]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, LONDON
AND SINGAPORE.

THE Steamship.

"GLENROY."

Captain H. W. L. Holman, having arrived from
the above Ports, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and stored at
Consignees' risk and expense.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on MONDAY, 24th inst., at 10 A.M.

All Claims must be presented within FIFTEEN
Days of the Steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 24th inst. will be subject
to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOME & Co., Agents.

Hongkong, 17th June, 1912. [830]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE."

FROM BOMBAY, COLOMBO AND
STRAITS.

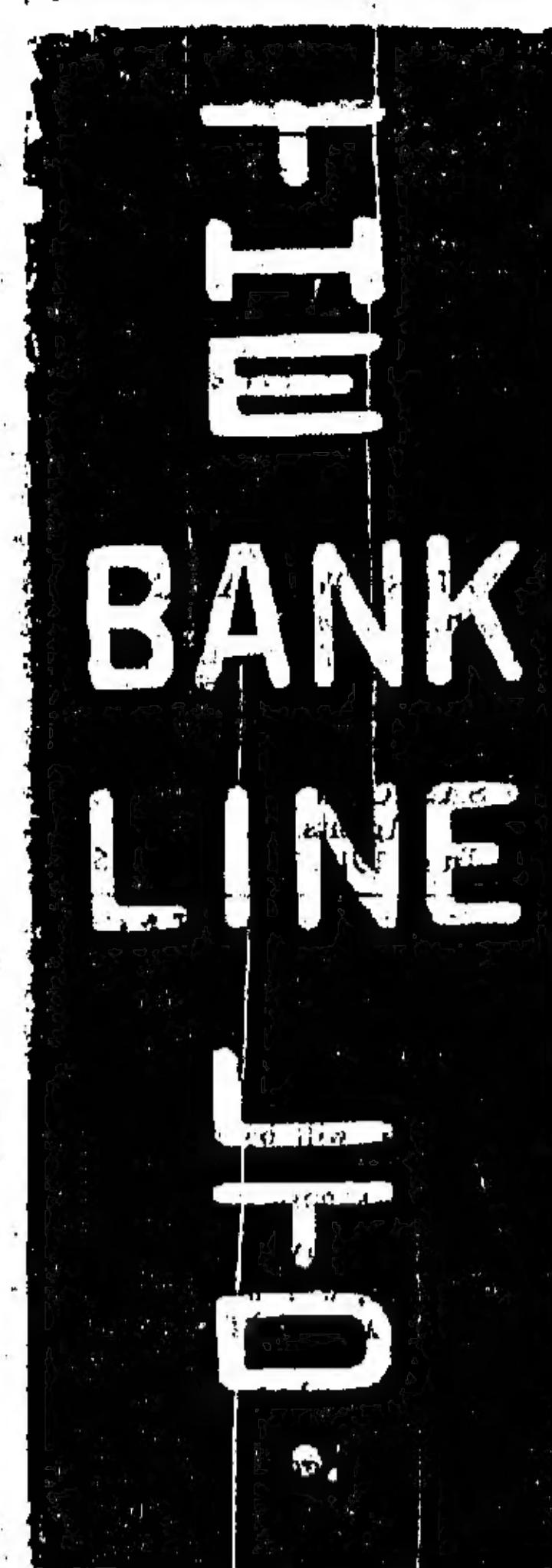
Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at THEIR RISK in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignment will be sorted out Mark by Mark
and delivery can be obtained as the Goods
are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Socotra"
and "Moldavia."

From Persian Gulf, ex s.s. B. & S. N.
and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared by the 28th inst., at 4 P.M.,
will be subject to rent.



REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.)

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

FOR MANILA.

FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

"HERCULES," 2nd July. "HERCULES," 2nd July.

To be followed by other Steamers of the Company at
regular intervals.Calling at AMoy and KEELUNG if sufficient
inducement offers.The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780, KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM COLOMBO:

S.S. "SALAMIS" 10th July.

The S.S. "SALAMIS" has splendid Saloon accommodation for passengers.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE—WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS,

142-43-44

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water,"
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
Civil Service, on application.

STEAMERS. TONS Starting 1912

SIBERIA ... 15,000 ... TUESDAY 2nd July, at 1 P.M.

CHINA ... 10,200 ... TUESDAY 9th July, at 1 P.M.

MANCHURIA ... 27,000 ... TUESDAY 16th July, at 1 P.M.

NILE ... 11,000 ... TUESDAY 30th July, at 1 P.M.

MONGOLIA ... 27,000 ... TUESDAY 6th Aug., at 1 P.M.

PERSIA ... 9,000 ... TUESDAY 27th Aug., at 1 P.M.

KOREA ... 18,000 ... TUESDAY 3rd Sept., at 1 P.M.

SIBERIA ... 18,000 ... TUESDAY 17th Sept., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

HONGKONG, CANTON, MACAO &

WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

TUESDAY, 25TH JUNE, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSAN."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

WEDNESDAY, 26TH JUNE, 1912.

8 a.m. "HEUNGSAN." 8 a.m. "HONAM."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 30TH JUNE.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.

and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO. LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO. LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the

Company's direct steamers "LINTAN" and "SANJU." These vessels have superior

Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily. (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier. 143

TOYO KISEN KAISHA

TRANS-PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

SS. TENYO MARU ... 21,000 tons.

SS. CHIYO MARU ... 21,000 tons.

SS. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the

Sierra—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers

and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for

Ticket Form No. 826.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA,

AND KING'S BUILDING, HONGKONG

779

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)



TO SHANGHAI

S.S. "KOERBER," 9,900 tons, will leave as above on 5th July.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap

rates, Hongkong-Trieste, Venice, £25 1st, £26 2nd Class. No surtax, no tips, no inside

Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE,

S.S. "SILESIA," 13,950 tons, will leave for YOKOHAMA and KOREA via SHANGHAI about

29th June.

S.S. "PERSIA," 12,500 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE,

PEKING, COLOMBO, CALCUTTA, ADEN, ZUZUL, PORT SAID, on 2nd July.

These Steamers are fitted with comfortable one class accommodation for saloon

passenger. Cheap rates, Hongkong-Trieste, Venice £243, no surtax, excellent cuisine, Doctor,

Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at stowage rates to all ports in the Adriatic, the Levant and Black

Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

Hongkong, 13th June, 1912. 155

Princes Building.

AUSTRIAN LLOYD, 1912.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION STEAMER TONS DATE OF SAILINGS

SHANGHAI, YOKOHAMA, KOBE AND MOJI "YEDDO" 7,200 About 3rd Aug.

For Freight and Further Particulars apply to ARTHUR NILSSON & CO.

YORK BUILDINGS, TOP FLOOR.

TELEPHONE No. 171.

SHIPPING

ARRIVALS.

CARL FREDERIKSEN, German str., 1,174, Chr. J. Jensen, 24th June—Hai-how, 23rd June, General-Jebsen & Co. CHEN, British str., 1,249, Lloyd Jones, 24th June—Shanghai 21st June, General—Butterfield & Swire. HANOT, French str., 739, G. Bouvier, 24th June—Haiphong, 22nd June, General—A. R. Martyn. MAINE, German str., 1,169, H. Schlaikier, 24th June—Saigon 20th June, Rice and General—Jebsen & Co. PATROCLUS, British str., 3,547, W. R. Bailey, 24th June—Liverpool and Singapore 19th June, General—Butterfield & Swire. PRINZ WILHELM, German str., 2,465, H. Bremer, 24th June—Sydney and Manila 22nd June, General—Molchers & Co. TSIHLIJA, Dutch str., 2,470, E. H. Kroes, 23rd June—Macassar 13th June, Sugar and General—Java-China Japan Lijn. TOTORI MARU, Japanese str., 3,412, Meeker, 23rd June—Calcutta 4th June, General—N. Y. K. YOKOHO, British str., 1,206, F. Boyd, 24th June—Wakamatsu 18th June, Coal—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. JUNE 24.

CANADA M., Japanese str., for Victoria. CANTON, Swedish str., for Yokohama. CHINSHING, British str., for Canton. COLOMBO M., Japanese str., for Bombay. PATROCLUS, British str., for Yokohama. PEMBROKEHUR, British str., for Yama. TOTORI MARU, Japanese str., for Japan. YINGCHOW, British str., for Hongay.

DEPARTURES.

JUNE 24.

CHINAN, British str., for Canton. KWANGLEE, Chinese str., for Canton.

SHIPPING REPORTS.

British str. *Patroclus* reports: Fresh S.S.W. monsoon, winds and rough following sea, clear and fine.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *China*, from San Francisco, left Yokohama on the 20th June, en route to Hongkong, and is due to arrive at Hongkong on the 27th June.

The P.M. str. *Manchuria* left San Francisco on the 6th June, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th July.

THE AUSTRALIAN MAIL.

The str. *St. Albans*, which left Sydney on the 8th June, is due here on the 1st July.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver B.C., for Hongkong (via usual ports of call) on the 13th June, p.m.

THE GERMAN MAIL.

The I.G.M. str. *Torek*, carrying the German mails with dates from Berlin of 29th May, left Singapore on Saturday, at noon, and may be expected here on or about the 26th June, at 4 p.m.

MERCHANT STEAMERS.

The I.G.M. str. *Derflinger* left Shanghai on Saturday, at 5 p.m., and may be expected here on or about the 25th June at 11 p.m.

The Austrian Lloyd's str. *Silesia* left Singapore for this port on the 21st June, and will arrive here on the 27th June.

The Steamer Line str. *Seangchou* left Rangoon on the 15th June, for Hongkong via Penang and Singapore, and is expected to arrive here on the 28th June.

The N.Y.K. str. *Ceylon Maru* (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 10th June, and is expected here on the 2nd July.

The N.Y.K. str. *Yawata Maru* (Australian Line) left Sydney for this port via ports on the 15th June, and is expected here on the 4th July.

The str. *Indrauelli* passed the Suez Canal on the 10th May, for Hongkong direct.

The str. *Glenroy* passed the Suez Canal on the 11th June for Hongkong via Straits.

The str. *Benlavers*, from Leith, Middlesbrough, and London, left Singapore on the 13th June for Hongkong.

The "Mogul Line" str. *Atholl* left the United Kingdom on the 26th May, for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO. LTD. *Kutong*, from Calcutta, is due in Hongkong 2nd July.

INDRA LINE, LTD.

Indraiden, from New York, is due in Hongkong 7th July.

BRITISH INDIA STEAM NAVIGATION CO. LTD. *Tindra*, from Singapore, is due in Hongkong 25th June.

Fulcrum, from Rangoon, is due in Hongkong 2nd July.

PASSED THE CANAL.

May 14th—*Glenroy*, *Sambia*, 17th—*Aleutian*, *Austria*, *Idomenus*, *Polyne*, *Silesia*, *Sumatra*, *Den of Glans*, *Kaloma*, 21st—*Benlavers*, *Ceylon*, *Myrmidon*, *Polyne*, *Induna*, *Poona*, *Kansas*, *Tweeddale*, May 24th—*Achilles*, *Atsuta Maru*, *Kleist*, *Kamo Maru*, *Konang Si*, *Moyune*, *Oceanian*, *Pelorus*, *Rheiss*, 28th—*Canton*, *Montrose*, *Pembroke*, 28th—*Machaon*, *Narur*, *Patroclus*, *Ville de la Ciotat*, 4th—*Ambria*, *Ningchow*, *Silesia*, *York* and *Furat*, *Bilow*, 7th—*Ali Maru*, *Hitsachi Maru*, *Pera*, *Polyne*, *Sachsen*, *Teucer*, *Athena*, *O. J. D. Alders*, 11th—*Atholl*, *Glengarvan*, *Indrauelli*, 14th—*Bohemian*, *C. Fred. Laike*, *Padrau*, *Ping Suci*, *Yarra*, 18th—*Brigavia*, *China*, *Polyne*, *Princess Alice*, 21st—*Armand Bebic*, *Jason*, *Meinam*, *Memon*, *Miyasaki Maru*.

ARRIVALS AT HOME.

June 21st—*Ceylon*, *O. J. D. Alders*, *Tarra*.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong "L", midway between Hongkong and Kowloon "M", and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & BIG.	BERTP.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit str.	G. Phillips	P. & O. S. N. Co.	About 26th inst.	
LONDON & ANTWERP	DENBIGHSHIRE	Brit str.	E. E. Williams	JARDINE, MATHESON & CO., LTD.	On 29th inst.	
LONDON, ROTTERDAM & ANTWERP	GLENESK	Frit str.	G. W. Cockman, R.N.	SHewan, TOME & CO.	About 29th inst.	
LONDON, VIA USUAL PORTS OF CALL	ASSATE	Brit str.	Eakorn	F. & O. S. N. Co.	On 6th July, at Noon.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	Dainat	HAMBURG-AMERICA LINE	On 1st July.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILIA	Ger. str.	Habel	HAMBURG-AMERICA LINE	On 15th July.	
HAIRE, BREMEN & HAMBURG, &c.	ALERIA	Ger. str.	Such	HAMBURG-AMERICA LINE	On 2nd July.	
MARSEILLES, HAVRE & HAMBURG, &c.	SAMBIA	Ger. str.	Metzanthin	HAMBURG-AMERICA LINE	On 26th July.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	LUBERIA	Ger. str.	H. Fraser	NIPPON YUSEN KAISHA	On 29th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	HIMEANO MARU	Jan str.	Luebcke	HAMBURG-AMERICA LINE	On 3rd July, at Daylight.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	SEGOVIA	Ger. str.	N. Teranaka	NIPPON YUSEN KAISHA	On 14th July.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	CANADA MARU	Jan str.	P. Frosch	NIPPON YUSEN KAISHA	To-day, at 1 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	SANUKI MARU	Jan str.	W. Davison	SHewan, TOME & CO.	On 2nd July, at 4 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	TACOMA MARU	Jan str.	H. S. Smith	SHewan, TOME & CO.	On 26th inst., at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEHFELINGER	Jan str.	E. Finlayson	THE CANADIAN PACIFIC R. CO.	On 2nd July.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	MIDDLEHAM CASTLE	Jan str.	M. Winckler	CANADIAN PACIFIC R. CO.	On 13th July.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	INDRAMAYO	Jan str.	H. Bremer	TOYO KISEN KAISHA	On 1st July.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	HERCULES	Jan str.	W. E. Hickey	PACIFIC MAIL S.S. CO.	On 2nd July.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF JAPAN	Jan str.	C. C. Williams	PACIFIC MAIL S.S. CO.	On 3rd Ang.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTAGE	Jan str.	W. E. Richard	PACIFIC MAIL S.S. CO.	On 13th July, at 9 A.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	SHINTO MARU	Jan str.	J. Kennedy	TOYO KISEN KAISHA	On 20th July.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	SDERIA	Jan str.	H. Bremer	JARDINE, MATHESON & CO., LTD.	On 6th Aug., at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA	Jan str.	H. K. Xiong	MELCHERS & CO.	To-morrow, at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KUNMUN MARU	Jan str.	T. Sekine	NIPPON YUSEN KAISHA	On 1st July.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Jan str.	Lea Rooy	TOYO KISEN KAISHA	On 2nd July.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	V. Liddell	PACIFIC MAIL S.S. CO.	On 3rd July, at 5 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	E. Mooney	BUTTERFIELD & SWIRE	On 5th July, at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	G. H. Hooker	SHewan, TOME & CO.	On 13th July.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	L. Jones	DAVID SASSOON & CO., LTD.	On 21st July, at 4 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	J. E. Drake	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	C. C. Williams	JARDINE, MATHESON & CO., LTD.	On 29th inst., at 4 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	W. E. Richard	HAMBURG-AMERICA LINE	On 30th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	E. de Catalano	NIPPON YUSEN KAISHA	On 3rd July, at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	J. S. Ross	SHewan, TOME & CO., LTD.	On 3rd July, at 4 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	A. H. Stewart	TOYO KISEN KAISHA	On 30th inst., at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	J. W. Evans	TOYO KISEN KAISHA	To-day, at 11 A.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	W. C. Passmore	TOYO KISEN KAISHA	On 28th inst., at 11 A.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	W. H. B. Bradford	TOYO KISEN KAISHA	On 2nd July, at 11 A.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	P. H. Rolfe	TOYO KISEN KAISHA	To-day, at 4 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	S. A. Crosby	JARDINE, MATHESON & CO., LTD.	On 29th inst., at 2 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	F. Pennock	SHewan, TOME & CO.	On 29th inst., at 4 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	M. C. Smith	BUTTERFIELD & SWIRE	On 6th July, at 2 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	N. Nielsen	JARDINE, MATHESON & CO., LTD.	On 10th July, at 4 P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	G. M. Macfie	SHewan, TOME & CO.	Quick despatch.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	G. M. B. Lake	JARDINE, MATHESON & CO., LTD.	On 8th July.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	H. Carey	MELCHERS & CO.	On 29th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	F. Sembl	BUTTERFIELD & SWIRE	On 3rd July, at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEN SANG	Jan str.	E. de Catalano	MAGSIME MARITIME	Middle of July.	
MARSHALLS, L						

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	NOTES
LONDON and ANTWERP	NORE	10 A.M.	Freight and Passage.
via SINGAPORE, PE	Capt. G. Phillips	26th June	
NANG, COLOMBO, PORT SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE, PERA and YOKOHAMA	Capt. W. W. Cooke, R.N.R.	3rd July	Freight only.
SHANGHAI	DEVAHNA	4th July	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	6th July	See Special of Call
LONDON	Capt. G. W. Cockman, R.N.R.	6th July	Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 24th June, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 25th June, 4 P.M.
MANILA	"SUNGKUANG"	On 25th June, 4 P.M.
SHANGHAI	"CHENAN"	On 27th June, 4 P.M.
MANILA, ZAMBOANGA, THURS. DAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS. BANE, SYDNEY AND MEL. BOURNEI	"CHANGSHA"	On 28th June, 4 P.M.
SHANGHAI	"LINAN"	On 29th June, 11 A.M.
HOIHOW and HAIPHONG	"SINGAN"	On 29th June, 11 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 2nd July, 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 3rd July, 4 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.		
S.S. "LINTAN" and S.S. "SANUL"		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.		
REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships. Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.		
SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUL," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
N.B.-Passengers must embark before Midnights on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai avoiding the inconvenience of the transhipment at Woosung.		
NEW SERVICE.		
SHANGHAI TO ANTING direct, leaving Shanghai on alternate Wednesdays.		
REDUCED FARES-SINGLE \$45.....RETURN \$75.		
For Freight or Passage apply to- H. W. D. SHALLARD, AGENTS.		
Hongkong, 25th June, 1912.		

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

**SWATOW, AMOY AND FOOCHOW
AND RETURN.**

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Roach ...	TUESDAY, 25th June, at 11 A.M.
"HAITAN" ...	Capt. J. W. Evans ...	FRIDAY, 28th June, at 11 A.M.
"HAICHING" ...	Capt. W. C. Pasmore ...	TUESDAY, 2nd July, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... | Capt. A. H. Stewart ... | WEDNESDAY, 26th June, at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
During the month of July-Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 25th June, 1912.

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HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHEIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Bases to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SILESIA	1st July.	FOR MARSEILLES, HAVRE & HAMBURG: S.S. LIBERIA	28th June.
S.S. FUERST BUELLOW	2nd July.	FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BADENIA	1st July.
S.S. GOLDENFELS	14th July.	FOR HAVRE, BREMEN & HAMBURG: S.S. ALESIA	2nd July.
S.S. SUEVIA	29th July.	FOR MARSEILLES, HAVRE & HAMBURG: S.S. EGOVIA	14th July.
S.S. KURMARK	15th August	FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BRASILIA	15th July.

For Further Particulars, apply to-

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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**THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA.

**MAIL SCHEDULE
(SUBJECT TO MODIFICATION).**

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	On 1st July.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.

**IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.**

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

**CHIYO MARU, SHINYO MARU
AND
TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

**"NIPPON MARU,"
INTERMEDIATE STEAMER.**

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER CAPTAIN DATE OF SAILING.

SHINYO MARU H. S. Smith TUESDAY, 25th June, NOON.

CHIYO MARU W. W. Greene TUESDAY, 23rd July, at Noon.

NIPPON MARU A. G. Stevens TUESDAY, 13th Aug., at Noon.

TENYO MARU E. Bent TUESDAY, 20th Aug., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via

SHANGHAI, NAGASAKI, KOBE, YOKAICHI, YOKOHAMA, AND

HONOLULU, on TUESDAY, the 25th June, at Noon.

SAILINGS SUBJECT TO ALTERATION.

STEAMER TONS DATE OF SAILING.

KIYOMARU 17,500 TUESDAY, 6th Aug., NOON.

BUFO MARU 10,500 FRIDAY, 4th Oct., at Noon.

HONGKONG MARU 11,000 TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS

TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the

CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catelan.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 3rd July, 1912, at 9 A.M.

For Passages and Freight, apply to

P. THOMAS, M.M. CO.'S AGENT.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to HONGKONG from COLOMBO to MARSEILLES & LONDON

(Brindisi 2 days earlier) (London 1 day later)

Steamer Tons Leave Hongkong to COLOMBO from MARSEILLES & LONDON

SUNDAY SUNDAY

ASSAYE 7500 July 6 MARMORA 10,000 Aug. 4 Aug. 10

DEVANHA 8000 July 20 MOLDAVIA 10,000 Aug. 18 Aug. 24

DELTA 8000 August 3 MALOJA 12,500 Sept. 1 Sept. 7

INDIA 8000 August 17 MONGOLIA 10,000 Sept. 15 Sept. 21

ARCADIA 7000 August 31 MEDINA 12,500 Sept. 23 Sept. 28

ASSAYE 7500 September 14 MALWA 11,000 Oct. 12 Oct. 18

DEVANHA 8000 September 28 MOLDAVIA 10,000 Oct. 25 Nov. 1

10 SILK RIBBONS

AND

COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS

are the latest.

PET. WILH. KROMMES, ELBERFELD.

General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

[48-11] Hongkong, 21st June, 1912.

BRACES
AND
BELTS.

The requirements of the
MODERN CHINESE!

Samples from 5/- per doz. up to the most stylish and fashionable
designs may be seen at the Showrooms of

HUGO C. A. FROMM,

4, QUEEN'S BUILDINGS.

GENERAL AGENT FOR HONGKONG AND CHINA OF
C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany).

[48-12] Hongkong, 21st June, 1912.

HOEHL Extra
Dry
gout américain

OBTAIABLE FROM—
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.

[48-22] Hongkong, 21st June, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE to EUROPE.

Letters for this route should be superscribed via SIBERIA.

The York, with the German Mail, left Singapore on Saturday, the 22nd instant, at noon,
and may be expected here to-morrow, at 4 p.m.

The Linan, with the Siberian Mail, is due to arrive here on Thursday, the 27th inst.

The Kumano Maru, with the American Mail ex Manchuria, is due to arrive here on

Tuesday, the 2nd July.

FOR
Swatow, Amoy and Foochow

PEB
Tuesday, 25th, 10.00 A.M.
Tuesday, 25th, 10.00 A.M.
Printed Matter and Sam-
ples ... 10.00 A.M.
Registration ... 10.15 A.M.
(Registration with late
fee of 10 cents, up to
10.30 A.M.)

Registration, Kowloon
B.O. ... 9.30 A.M.
No late fee ...

Letters ... 11.00 A.M.

Tuesday, 25th, NOON

Tuesday, 25th, 10.00 A.M.
Printed Matter and Sam-
ples ... 10.00 A.M.
Registration ... 10.15 A.M.
(Registration with late
fee of 10 cents, up to
10.30 A.M.)

Registration, Kowloon
B.O. ... 9.30 A.M.
No late fee ...

Letters ... 11.00 A.M.

Tuesday, 25th, 1.15 P.M.

Tuesday, 25th, 3.00 P.M.

Tuesday, 25th, 3.00 P.M.

Tuesday, 25th, 5.00 P.M.

Tuesday, 25th, 5.00 P.M.

Wednesday, 26th, 9.00 A.M.

Wednesday, 26th, 10.00 A.M.